

Fee
Moutrie's
Advertisement
below

The China Mail

ESTABLISHED 1845

September 1, 1922, Temperature 79.

Barometer 29.64

Rainfall 0.00 in.

Humidity 92.

September 1, 1922, Temperature 81.

No. 18660.

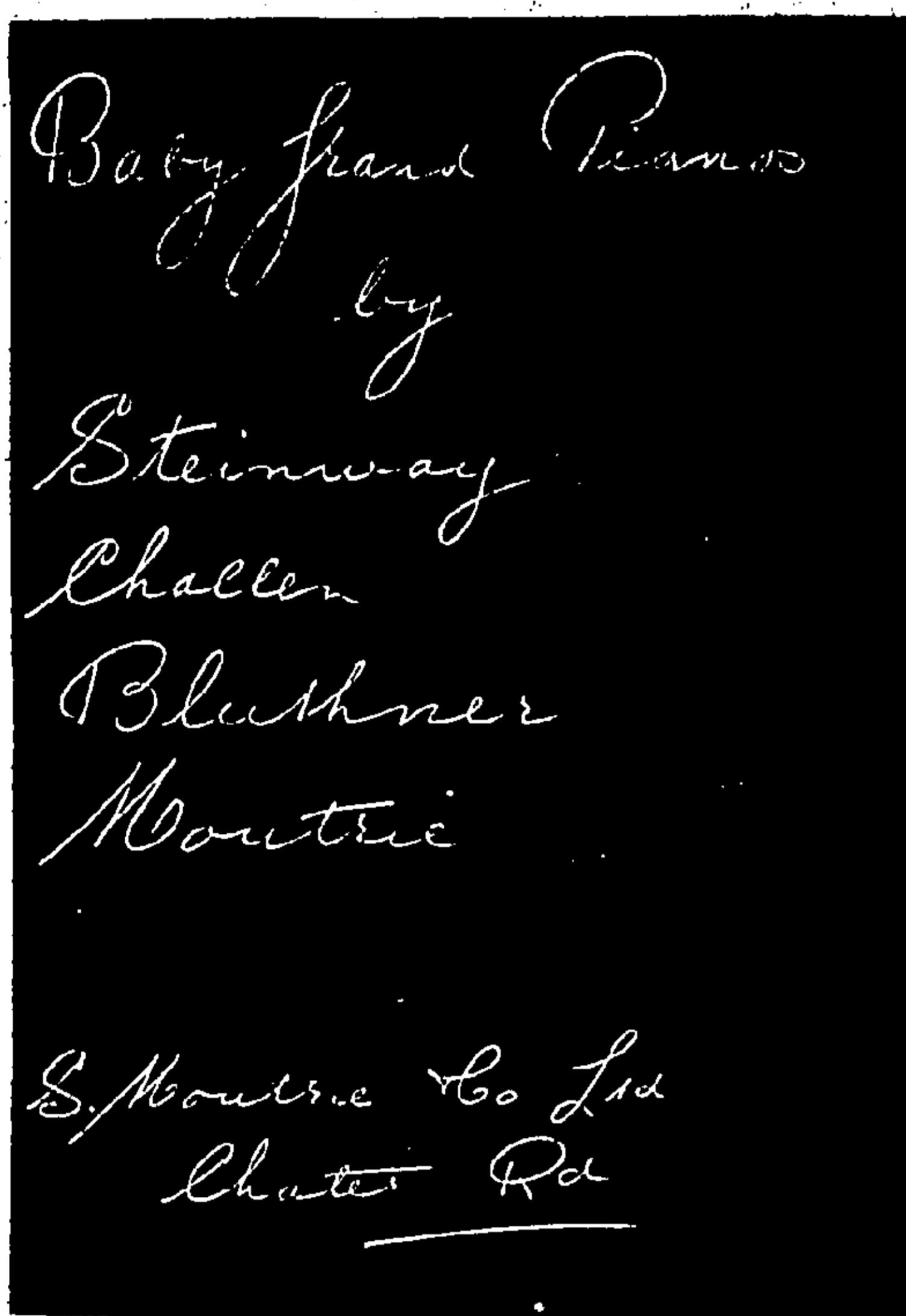
五號

號一九二二年九月一日

HONGKONG, FRIDAY, SEPTEMBER 1, 1922.

PRICE, \$3.00 Per Month.

BUSINESS NOTICES



Tel. 2313

P. O. Box 530

HAWTHORNE & PEARSON

Ladies' and Gentlemen's Tailors
and
Breeches Makers

2 Queen's Buildings, Ice House Street.
(Opposite Café Wiseman.)

PUN YICK CHO.
LAND & ESTATE AGENTS
Telephone No. 911-1987.
35, Queen's Road Central.

The NEW EDISON

"The Phonograph with a Soul"
EDISON MUSIC STORE 1st Floor, Powell's Building

We are manufacturers of
Felt Hats, Straw Hats,
Linen Hats, Topes, etc.
NAM YUET HAT FACTORY,
28-30, Shekukwan Road.

MEE WAH KNITTING & DYEING CO.
General Knitter & Dyer.
Manufacturers of Woolen Singlets, Jerseys, Sweaters &
all kinds of Underwear.
No. 6-18, Causeway Bay.
Manager:—YEUNG POKWAN.

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. 636.

THE INTERNATIONAL SHIRT CO.
Head Office: 79 Wyndham Street, 2nd Floor.
(Opposite Central Police Station.) Tel. 4165.
Dealers in all kinds of High-class Silk Shirts.
Collars, Neckties and Pyjamas for Gentlemen
AND ALSO
Chemises, Skirts, Wrappers, Scarfs, Veils, and Night-gowns for Ladies
ALSO MADE TO ORDER
MODERATE PRICE — PROMPT DELIVERY
Manager: EMILIO TAG.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

FINANCIAL PANIC IN BERLIN.

PAPER MONEY NOT PRINTED FAST ENOUGH.

BERLIN, September 1.
There has been a nervous tension during the past few days and the suspense has naturally not been diminished by the crop of alarmist rumours circulating amongst the newspapers and elsewhere regarding the Allies' intentions. Endless lines of motorcars and carriages are drawn up at the large banks and there are crowds inside, some of whom are nervously enquiring how the dollar and sterling stand. Others are seeking to withdraw money to meet end of the month settlements, wage payment etc. Scenes occurred in several cases when banks were unable to meet these payments as assigned. The resolution refers to the fact that Germany has lost all her credit at home and abroad and the mark has fallen to a three-thousandth of its value. It specifies that the reform scheme aforementioned shall provide a balancing budget, monetary reform, and the issue of internal and external loans, with a view to consolidate the financial situation and provide a reduction of Germany's external obligations, if the governments represented on the commission previously consent.

CHINESE FOR "EAST OF SUNZ."

BRITISH ACTORS PEEVED.

LONDON, August 31.
There has been considerable criticism among unemployed English actors at the engagement of Chinese for the play "East of Sunz" as mentioned in the cables yesterday. Mr. Basil Dean's desire is to reproduce a picture of Chinese life and the men engaged to play the parts of students, stevedores, itinerant cooks and street barbers follow the same occupations. Mr. Alfred Lugg, secretary of the Actors' Association, has now witnessed a dress rehearsal and publicly stated that in most cases the desired effects are unobtainable without employing Chinese.

INDIAN DISTURBANCES.

POLICE STATIONS RAIDED.

MADRAS, August 31.
With reference to the disturbances at Godavary mentioned in the cables on August 29, it is reported that five hundred Pitturadar rebels on August 24, attacked police stations at various places around Tuni and carried off all arms and ammunition. Police in motor lorries are hurrying to the scene which is situated some distance away.

MEXICAN DEPUTY SHOT.

ARGUMENT BY PISTOL.

MEXICO CITY, August 31.
The Co-operation deputy Lemus was shot dead in the parliamentary lobby. The Independent deputy Baragan is charged with the deed. The shooting is alleged to have followed a dispute over their respective rights to represent the State of Michoacan.

BERLIN NEWSPAPER IN LOW WATERS.

STINNES ASKED TO ASSIST.

BERLIN, August 31.
The well-known newspaper *Tazgische Rundschau* has given its staff notice that in consequence of increasing economic difficulties in the newspaper business endeavours are being made to interest Herr Stinnes in its reconstruction.

SINKING OF THE "NIITAKA."

TOKIO, August 31.
The Japanese cruiser "Niitaka" which was sunk in a typhoon off Kamtschatka, was found half submerged. Sixteen survivors were picked up.

SCENE IN PICCADILLY.

CHIVALRY THAT WAS OUT OF PLACE.

An Indian Army officer who attempted the role of knight errant in Piccadilly-circus towards a female arrested by the police was fined 20s. at Marlborough-street. William Alexander McLeod Ferguson, who was

described as a captain, pleaded not guilty when charged with using insulting words and behaviour.

Police constable Miles said that the accused forced his way through a large crowd surrounding a woman in custody for drunkenness, and shouted:

"You dirty dog, leave the woman alone." Winters told him to go away, patronizing that, as she is taking a short vacation, her Millinery Parlour will be closed on September 2, reopening on October 2, with "an entirely new selection of the coming season's arrivals from abroad, where you get modes and creations."

THE DOLLAR.

To-day's closing rate 2/6 11/16.
To-day's opening rate 2/6 11/16.

REPARATIONS.

COMMISSION RESOLVES.

PARIS, August 31.

The Reparations Commission unanimously adopted the Belgian resolution postponing discussion of the moratorium demand until the commission has completed its scheme for a radical reform of German finances; but in order to give time for the preparation and execution of these measures, Germany is authorized to pay the instalments due to the end of 1922 in six-month treasury bills backed by agreed guarantees, or failing agreement regarding these guarantees by a deposit of gold in a foreign bank acceptable to Belgium, to whom these payments are assigned. The resolution refers to the fact that Germany has lost all her credit at home and abroad and the mark has fallen to a three-thousandth of its value. It specifies that the reform scheme aforementioned shall provide a balancing budget, monetary reform, and the issue of internal and external loans, with a view to consolidate the financial situation and provide a reduction of Germany's external obligations, if the governments represented on the commission previously consent.

FRENCH EXPLANATION.

PARIS, Sept. 1.

A semi-official elucidation of the reparations decision states that Germany's future default automatically authorizes the Allies, either separately or jointly, to apply its sanctions.

MORATORIUM FOR GERMANY.

BRITISH PROPOSAL TURNED DOWN.

PARIS, August 31.

The British proposal for an unconditional moratorium for Germany for this year has been rejected by the Reparations Commission by a 2 to 1 majority. France and Belgium were against. Italy did not vote.

A NOTE TO GERMANY.

PARIS, August 31.

The Reparations Commission has written to the German Government communicating its decision relative to the moratorium demand, adding that as it is at present considered inopportune to pronounce upon the German proposals for assuring strict execution of coal and timber deliveries the Commission reserves the right to demand the enforcement of similar arrangements if in future such deliveries are unsatisfactorily executed.

ENTOMBED MINERS.

RESCUE PARTY WORKING HARD.

JACKSON, August 31.

A rescue party for the relief of the men of the Argonaut mine who are entombed is operating from the Kennedy gold mine towards the 4,200 foot level, where forty eight are believed to be entombed. A tunnel in which the rescuers, who are now only a hundred feet away, are working has been sealed up for two years but the walls have not entirely caved in. In the meantime volumes of gas have issued from the airshaft of the Argonaut which is the only remaining means of escape. Little hope is entertained of effecting rescues.

OLD NEWSPAPER DIES.

OF INANITION.

BERLIN, Sept. 1.

Another noteworthy newspaper failure is that of the *Corhavon Tagblatt*, which has been published for ninety years.

THE MARK MARKET.

LONDON, August 31.

Marks went to 7,900 owing to the pessimistic views prevailing in Paris and Berlin, rallying later to 7,200.

CHICAGO RAILWAY GOES BROKE.

NEW YORK, August 31.

The Chicago Alton railroad has been placed in the receivers' hands.

BUSINESS NOTICES

Just the thing
for wet weather.

HANAN BOOTS

at \$15.00 per pair.

This offer only holds good
until TUESDAY, Sept. 5th.

DON'T MISS THIS VERY
EXCEPTIONAL BARGAIN

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building,

Des Voeux Road.

COOKROACHES are a constant danger to you—
they spread dangerous diseases by contaminating your food.
Rid your home of them.

BEETLE VIRUS will do it.

It is efficient and simple to use—try a tin.

Price 70 cents.

SOLD BY

THE PHARMACY

22 Queen's Road Central, Hongkong.

ROYAL SILK STORE.

Just Received New Consignment of Chinese Real Gold and Silver
BROCADE for Trimming Dresses, Shoes & Scarfs.

We are the Only Dealers for the above Articles & Invite Your Inspection.

D. CHELLARAM, 32, Queen's Road Central.

ECONOMY IN COAL.

Medium Grade Coal (as received) is Coal-valued. All large Coal have a large percentage of impurities PRACTICALLY WASTE. The dust in MEDIUM Large Burns into Lumps as soon as they are cut into blocks. Medium Grade coal burns gradually and is therefore a better ECONOMY.

SHIPPING CO. LTD.

Coal Merchants & Contractors. 37, Queen's Road Central. Tel. 216. Cable address "Hindrance".

Tele. Agent for Fuchuan Coal.

We stock in our godowns 15 grades of other Fuchuan Coal.

THE YUEN WO STORE.

Harbour Repairs.
Engineering & Building Contractors, General Repairs & Shipchandlers.

Office No. 32, Tung Man Street, Tel. 2560.

Workshop, Canton Road, Kowloon, Tel. K. 731.

Manager K. C. LEUNG.

GIN'S & LIQUEURS

FROM ERVEN LUCAS BOLS.

CALDBECK, MACGREGOR & CO., LTD.,
15, Queen's Road Central.

Tel. 75.

"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co.
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"HIGHLAND QUEEN"

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UNIVERSAL PROVIDERS —
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207 to 223 Des Voeux Road, Central.

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Telephone: 216. Cable address: "MANHATTAN".

Tele. 216. Cable address: "MANHATTAN".

DEWAR'S

**"WHITE
LABEL"**

SCOTCH WHISKY

still maintains its pre-war world-wide reputation—
high quality—real age, and fine flavor.

Sole Agents:

A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.

Alexandra Building. Phone 616.

Wm. Powell Ltd.
TELEPHONE 3871**"VIYELLA"**

TROPICAL

FLANNEL

"VIYELLA'S" LIGHTEST WEAVE,

CREAM ONLY

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QUALITY "T"

CREAM — PLAIN COLORS — FANCY STRIPES

M M M

QUALITY "T.T." & "T.T.T."

CREAM ONLY

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THE IDEAL FLANNEL FOR GARMENTS
UNEQUALLED FOR SOFTNESS, LIGHTNESS AND
DURABILITY.

M M

SAMPLES WILLINGLY SENT UPON REQUEST.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, SEPT. 1, 1922.

A DREADFUL QUESTION.

Our Prime Minister orated at Aberystwyth. Referring to the war, which killed nearly a million of our own young men, and some ten million Europeans counted altogether, he asked the dreadful question, "Was it too high a price to pay?" It was a high price to pay for anything, of course; but that is not the question. Was it too high? The *Manchester Guardian* very soberly reminds us that we do not know yet, and so cannot answer. Too high a price to pay for what? We must know what we are getting for it. We must not allow ourselves to forget what was promised in return for the price. It was to be the war that would end war. We paid, but the goods are not yet delivered. The country was to be made "fit for heroes to live in." The price was paid, but the heroes are having a thin time. It was a fight for freedom, for the British idea of freedom. The dreadful price was paid. Nearly a million young British lives were laid down for that freedom. Have we got it? We would like our Hongkong legislators to ponder this. It was to make the world safe for democracy; it was to make an end of secret diplomacy; it was to knit us together in fraternal bonds; it was to do as much good that almost any price—yes, even that of our million dead—was worth it. The price, O God, was paid. Have the goods been delivered? Are they likely to be delivered? We can not recover the price. Can we enforce delivery? Mr. Lloyd George no doubt thinks he is working to that end. Possibly a lot of people who now jost at the promises and pledges of war time—promised that caused the dreadful price to be cheerfully paid—possibly even they think that somehow the price was not too high, for what they

not or hope to get. Assume that the million dead arise to repeat the enquiry. The *Manchester Guardian* suggests this answer: "Most of us hope to pay what we owe you. But we are not all united about it. Many are going about jeering at the idea of ending all war. They jauntily say there are plenty of fine wars to come yet, some pretty soon. Many, in all parts of Europe, even in England, go up and down deriding the idea that even so much freedom as a common man had before you were killed should be allowed to him now. Whenever we ask that some detail of the pre-war civilisation for which you perished should be restored—that all children should be as well taught, that international comity should be helped to become as frank and complete, and so forth, we are met by others who seem to have always disliked such things and who want to turn your war to account as a means of unmaking some part or other of that valued civilisation of yours." In fact, from one point of view, the politics of post-war England might be summarised as a group of disputes about sections and subsections of the general question whether dead young men ought to be killed or not. If this major issue were finally decided in the way to which Mr. Lloyd George seemed to be consenting at the general election of 1918, and even at Versailles in the following year, the answer to his question "Was it too high a price?" would be decidedly "Yes." But it can still be turned into "No."
TO SECRETARIES OF CLUBS AND
OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

SPECIAL CABLES.

SINGAPORE PUBLIC FED UP

WANT INCOME TAX
ABOLISHED.

[China Mail SPECIAL.]

SINGAPORE, Sept. 1.
A mass public meeting of all communities here passed a resolution that the government should abolish the income tax without a substitute, and demanding retrenchment and economy in public service.SINGAPORE HOTEL MAN
JAILED.

BREACH OF TRUST.

[China Mail SPECIAL.]

SINGAPORE, Sept. 1.
The retrial of E. P. Fernando, the reception clerk at the Europe Hotel, for criminal breach of trust in money, resulted in his getting one year's rigorous imprisonment, a result similar to that of his first trial.

JAPANESE NAVAL LOSS.

FEW SURVIVORS.

SHANGHAI, August 31.

Tokyo reports receipt of despatches from Maizuru naval station telling how one sailor of the "Nitaka" succeeded in swimming ashore and then after walked to Petropavlovsk where the "Maki" is stationed. The exact cause of the disaster is at present unknown. An official message from "Maki" reports that the wreck of the "Nitaka" was found half submerged. Sixteen survivors were picked up, some of them seriously hurt.—*Reuter*.

LOCAL AND GENERAL.

Mr. W. Kay of Queen's College returned from Singapore this morning

Another case of plague was notified yesterday and there was also one case of diphtheria.

Some time last night an unlocked drawer in the office of Mr. Raven, the architect, in York Building, was opened and \$50 in cash stolen therefrom.

As from to-day the head office of the Hongkong Hotel Company will be located on the second floor of Powell's Building in Des Vaux Road.

The Hongkong Rope Manufacturing Company, Ltd. announces an interim dividend of one dollar per share for account 1922, payable on September 18.

Mr. Hughes, who with Mrs. Hughes was proceeding to England on furlough, had been compelled by ill-health to spend time in Japan, where at the General Hospital, Yokohama he underwent medical treatment. When permission was accorded, he and Mrs. Hughes resumed in the s.s. "Empress of Russia" their interrupted journey. It is presumed that the end came on shipboard before the vessel reached its destination.

Mr. Hughes' loss will be long and keenly felt in the educational section of the community and especially in the London Mission where he served with singular zeal and fidelity, conjoined with highly trained competence. He had a lovable personality that did not fail to attract all who had the privilege of his acquaintance.

"Devotion of soul and steadfastness,"

qualities that for the Chinese have the highest moral sanctions were among his prominent characteristics. His aims and ambitions for the College, always clear and well-defined, seemed in the way to be realized largely in virtue of those traits that he appeared to embody and to illustrate, continually and completely.

In the London Mission and beyond its sphere, Hughes' influence steadily grew, making always for effectiveness in lives that touched his own, and on institutions with which he was concerned. Mr. Hughes had before leaving the Colony been for a short time in enfeebled health, due probably to over-strain during a period too protracted and continuous in relation to his physical resources.

With Mrs. Hughes the keenest sympathy will be felt. Herself invalided home as a subject for medical attention in a congenial climate, there devoted on her the charge of nursing her husband in what proved to be his final illness—terminated by his lamented death when the journey was half accomplished.

The charity football match,

King's Regt. vs South China

Athletics, in aid of the Swatow

Typhoon Relief Fund, held at the Garrison Ground at Flockington, last

Saturday, realized a gross receipt of

\$12,250, which after deducting

\$62.10 for hire of chairs and coolies,

leaves a net sum of \$12,187.50 which is being sent to the Chinchow Eight

District Commercial Guilds for

the relief work at Swatow.

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AMERICAN RADIO NEWS. CATTLE DEALER STABBED.

(By Courtesy of the Consul General.)

BASE BALL SCORES.

AMERICAN LEAGUE.

St. Louis	0
Cleveland	3
Washington	1
New York	3
Chicago	3
Detroit	3
Boston	5
Philadelphia	6

NATIONAL LEAGUE.

Brooklyn	3-0
Pittsburgh	2-6
Chicago	15
St. Louis	11
No other games.	

NEW YORK.

Ruth hit his twenty-seventh home run against Washington.

PHILADELPHIA.

Willie Walker made his thirty-second home run off Karr of Boston.

WASHINGTON.

The Senate approved the McNary land reclamation amendment to the soldiers' bonus bill by 43 to 26. All party and even sectional lines disappeared in the roll call.

DANVILLE ILLS.

An attempt to blow up the Chicago and Eastern Illinois Railroad shops failed. Four bombs only broke windows.

JACKSON CALIF.

Officials heading the rescuers said the entombed miners have a fighting chance to escape but it will take two days more. The workers are making better time than was expected in driving through from an adjoining mine shaft. The rescuers say the miners will be able to hold on although they have no food and little water.

LONDON.

Col. E. M. House, who breakfasted with Lloyd George, told the Associated Press correspondent that the premier said Britain would pay her debts to the U.S.A. to the last farthing without asking for financial assistance from America but desired her moral support.

LONDON.

Dispatches from Athens say superior forces of Turks forced the Greeks to evacuate Kara Hisar, an important Greek base in Armenia.

LETHBRIDGE, ALBERTA.

Five auto bandits robbed the Union Bank, bound and gagged the employees, and escaped with \$12,000 in cash and \$60,000 in negotiable securities. They cut off all communications and blocked all roads as they left.

WASHINGTON.

Chairman Winslow of the Interstate Commerce Committee announced that President Harding's plan for a federal agency to buy and sell coal has been abandoned. The President acquiesced.

BRISTOL.

It is reported that insurgents fired on congregations of mourners attending a mass for Collins at Westport in County Mayo. Five were killed.

DOVER ENGLAND.

Enrique Tirabocchio, Italian swimmer, failed by two miles in his attempt to swim the Channel.

LONDON.

A dispatch from Dublin says the assassination of Collins has strengthened the determination of the provisional Government. There will be no settlement of the rebellion except on terms of unconditional surrender. It is believed that William L. Cosgrave will be president of the Dail and premier.

CASTLESHAW.

National army troops captured 700 Belfast refugees believed to be insurgents and large quantities of arms, ammunition and bombs.

WASHINGTON.

Steps are being taken with a view to the possible dispatch to Russia of an American Technical Commission to survey the conditions but with no power to make agreements.

NONE.

The coastguard cutter "Bear" from Point Barrow brought news that Amundsen has abandoned his plans to fly from northern Alaska across the north pole but will try next spring.

PARIS.

It is reported in official circles that Turk nationalists captured Eskişehir a principle stronghold of the Greeks in Asia Minor. The Turk advance continues and has reached a forty mile depth.

CHICAGO.

Mrs. Franklin Hitch Jones, only daughter of President U.S. Grant and one of the country's few White House brides has died of paralysis. The funeral will be held in Springfield, Ill.

NEW YORK.

Ruth made his twenty-eighth home run against Washington.

SAN FRANCISCO.

Dispatches from Jackson say the rescuers are within a hundred feet of breaking into the mine from the adjoining shaft.

WASHINGTON.

The Senate sales tax amendment to the Bonus Bill was rejected without a roll call.

ROUGH TIME FROM ROBBERS.

A cattle dealer of Yeoipichau village, Tuanwan district, is now in the Kwong Wah Hospital suffering from a stab wound on the left cheek as the result of being attacked by highwaymen on the Lai Shekok Road.

The man was proceeding along the road on his way home from Sam shui po about noon when he was accosted near Kaupakan village by two men who were proceeding in the direction of Sam shui po. One of the men exhibited a dagger, and seizing the cattle dealer by the chest, threw him heavily to the ground and attempted to pin him down. The victim fought pluckily, and the robbing stabbed him in the cheek. Still the cattle dealer fought. Then the other robber took a hand in the struggle, and between the two of them, the outlaws overpowered their victim. They searched him and stole \$21 in cash and then bolted. The cattle dealer gave chase but his attackers ran up the hill side and evaded him. After reporting the occurrence at the Sam shui po Police Station, the injured man was taken to the hospital by motor ambulance.

LATEST SHIPPING NEWS.

ARRIVALS.

Haianyang (Fok Tai Cheong) from Saigon.—C40.

West Kader (Arnold Bros.) from Portland, Taku Bar.—Kowloon Wharf.

Alai Maru (O.S.K.) from H'burg. Singapore.—Adm 1.

Taiyi Maru (T.K.K.) from San Francisco, Manila.—A1.

Dylestown, (Pacific Mail) from Singapore.—C44.

Angkor, (M. M. Cie.) from Martes, Haiphong.—A2.

Kwai Sang, (J. M. & Co.) from Bangkok, Swatow.—C39.

Kum Sang (J. M. & Co.) from Calcutta, Singapore.—K'lon Wharf.

Kwong Sang, (J. M. & Co.) from Canton.—C55.

Toyen Maru (O. S. K.) from Sourabaya, Sandakan.—A29.

Kiung Chow, (B. & S.) from Saigon.—B13.

DEPARTURES.

Prometheus, (Kwong Mui Seng) for Bangkok.—August 31.

Kweiwei, (B. & S.) for Canton.—August 31.

Tymric, (Bank Line) for Shanghai.—August 31.

Chenan, (B. & S.) for Singapore, Hoichow.—September 1.

Georgii, (R. V. Fleet) for Canton.—September 1.

Asahi Maru, (Kimura) for Taka.

September 1.

Lisan, (B. & S.) for Saigon.—Sept. 1.

Phranang, (Cheongyu) for Hongay.—September 1.

Hawii Maru, (O. S. K.) for Tacoma, Shanghai.—September 1.

Angkor, (M. M. Cie.) for Yokohama.—September 1.

West Kader, (Arnold Bros.) for Portland, Manila.—Sept. 1.

Taming, (B. & S.) for Manila.—Sept. 1.

Helikon, (Thoresen) for Saigon.—Sept. 1.

Hok Canton, (Wo Hing) for Kwong Chow Wan.—Sept. 2.

Toyen Maru (O. S. K.) for Taka.

September 2.

Kiung Chow, (B. & S.) for Amoy, Swatow.—Sept. 2.

KIDNAPPED?

Sister Eulalie, in charge of "The Refuge," the French nuns' Home for Chinese girls at Cau en Bay, reports that a 16 year old girl named Lan Luk, a native of Shantung, absconded from the above institute at 6 p.m., yesterday. The police who have a description of the missing girl are watching all the wharves and rail way station. It is believed to be a case of seduction and kidnapping.

CHICAGO.

The Federal Court has placed the Chicago and Alton into the hands of a receiver. Counsel for the receiver said it resulted principally from a falling off of earnings owing to the coal and shopmen's strike. The operation of trains will not be affected.

BEDWOOD CITY, CALIF.

An attempt to break the will of the late Henry Pike Bowir, a famous scholar of Japanese culture, failed when Judge George Black threw out of court the suit of Howard Bowir. The will, disposed of estate value \$205,000 to each of four brothers and sisters, and ten thousand dollars to Mrs. Hirano and her two sons Iamo and Takeo Hirano, who reside in Japan. The judge refused to break the will on the grounds that plaintiffs had failed to serve a summons on the chief legatees in Japan.

CHICAGO.

Mrs. Franklin Hitch Jones, only daughter of President U.S. Grant and one of the country's few White House brides has died of paralysis. The funeral will be held in Springfield, Ill.

NEW YORK.

Ruth made his twenty-eighth home run against Washington.

SAN FRANCISCO.

Dispatches from Jackson say the rescuers are within a hundred feet of breaking into the mine from the adjoining shaft.

WASHINGTON.

The Senate sales tax amendment to the Bonus Bill was rejected without a roll call.

INTERPORT SWIMMING.

HONGKONG TEAM LEAVES.

The rain yesterday again interfered with the holding of the V. R. C. night swimming race which was postponed from Wednesday. It was hoped to hold the final interport tests on this date and keen disappointment was felt at the unavoidable cancellation of the arrangements at practically the eleventh hour, when it was discovered that the rain showed no signs of ceasing. The race has been postponed indefinitely, and our interport team left for Shanghai this morning by the M. M. s. "Angkor." The team is captained by G. W. Sewell and includes E. Busschaert, J. Stewart, J. Johnstone, G. Jack, D. Laiing, D. Lyon, M. A. R. Souza, E. J. Noronha and G. A. V. Hall.

DODGING THE DUTY.

The proprietor of the Tai Pak Lau Chinese restaurant and recreation gardens on the hillside at West Point, was this morning fined \$110 by Mr. E. W. Hamilton for the possession of a quantity of cigarettes on which duty of \$1.38 had not been paid.

Mr. Leo d'Almaca said that although technically the defendant was guilty as he was responsible for the actions of his employees, still it would be hardly fair to fine him as he did not know whether or not duty had been paid on the cigarettes which were bought by a *foki*, he thought, in the usual way from the Tobacco Company.

10-DAY'S ADVERTISEMENTS.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for account 1922 will be payable on MONDAY, the 18th September, 1922.

Shareholders are requested to apply for Dividend Warrants at Company's Office, St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from Saturday, 9th September to Monday, the 18th September, 1922, both days inclusive.

SHEWAU, TOVES & CO., General Managers, Hongkong, September 1, 1922.

NOTICE OF REMOVAL.

HONGKONG HOTEL COMPANY, LIMITED.

AS from the 1st September, 1922, the HEAD OFFICE of the above Company will be located on the Second Floor of Powell's Building, 12 Des Voeux Road.

Hongkong, August 20, 1922.

NOTICE.

WILL the LADY PATRONS of MADAME EUNICE please note that in consequence of her taking a short vacation, the MILITARY PAR'OUR will be closed on 2nd September reopening on 2nd October with an entirely new selection of the coming Season's MODES and CREATIONS.

Correspondence will continue to receive prompt attention.

4 Rose T-race, Nathan Road, KOWLOON.

Hongkong, September 1, 1922.

REAL ART PICTURES PRESENTS CONSTANCE BINNEY IN THE MAGIC CUP

IF YOU ONLY BELIEVE, IT'S SO

MARY MALLEY HAD GREAT FAITH IN HER FRIENDS AND IN EVERYONE WHO CAME INTO HER LIFE—FROM THE SCRUBBY WOMAN WHO WORKED BESIDE HER IN THE HOTEL KITCHEN TO THE PROUD LORD FITZROY WHO CAME PROM ACROSS THE SEAS TO RESTORE HER TO HER NIGHTS.

FOL HERITAGE

IF YOU'RE THIRSTING, POP

REAL ROMANCE TRY

"THE MAGIC CUP"

AT THE WORLD TO-NIGHT.

PASSENGERS.

DEPARTURES.

Shock, Gee Kwong Ding, Gong Quong, Mr. and Mrs. H. Huerta, Mrs. King Sien, Mrs. Louis Ark, Lew Gitt Yau, Louis Pock Him, Lee Zu Ging, Lu Fook, Low Ging, Mrs. O. H. Maddern, Mr. Mak Yow, Mr. Mar Din Bow, Mrs. E. R. Mullion, Mrs. D. Raiford, Mrs. J. B. Schulte, Mr. and Mrs. H. P. Starrett, Mrs. B. A. Stanford-Walter, Mr. Tom Hui Kong, Mr. J. D. N. Venner, Mr. G. Wilson, Mrs. Winnie Shee, Mrs. Wong Yee, Fung Wo Yick, Fung Wang, Fung Yee Sim, Gee Quock, Gee Kee Soon, Gee

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings.—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only) from Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings.—To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m. only) from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, 4a Des Voeux Road Central, Miramar, Thos. Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH
FOR NEW YORK AND BOSTON

LLOYD TRIESTINO

TAKING CARGO ON THROUH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" Sailing on or about 6th September.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRACIA" Sailing on or about 6th Sept.

S.S. "PERSIA" Sailing on or about 6th Sept.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO

SOUTH AFRICAN PORTS

S.S. "UMLAZI" Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passag on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP & HAMBURG, MARSEILLES—Monthly direct service via Singapore and Port Said.

LONDON MARU Saturday, 16th Sept.

(Taking passengers to Europe).

BUENOS AIRES—Rio, La Plata, Santa, Montevideo, Durban & Cape Town via Singapore, Japanese Service.

TACOMA MARU Tuesday, 19th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

INDUS MARU Friday, 12th Sept.

BENI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

BUSHO MARU (omitting Dell) Wednesday, 13th Sept.

CALCUTTA—Forthnightly service via Singapore, Bangkok.

SAIGON MARU Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Tientsin—Taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger Service.

HAWAII MARU Friday, 1st Sept.

NEW YORK via PANAMA.

HAVANA MARU Tuesday, 12th September.

NEW ORLEANS, VIA SUEZ.

SUMATRA MARU Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ALTA MARU Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KIAO MARU Every Sunday.

AMAKUSA MARU Every Sunday.

TAKAO via SWATOW and AMOY.

OSHU MARU Thursday, 7th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 4090.

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"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

S.S. "TITAN" via Suez Canal, 5th Sept.

S.S. "CITY OF LINCOLN" via Suez Canal, 5th Sept.

S.S. "CITY OF BRISTOL" via Suez Canal, 5th Sept.

S.S. "PELEUS" via Suez Canal, 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIBER CO., THE BANK LINE, LTD., ONGKOKO.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REIDS & CO., CANTON.

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, BRITISH
COLONIES, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, ETC.
S. A. EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S	Tons	From	Destination
"NOVARA"	6,850	13th Sept.	MARSEILLE, LONDON & A'werp.
"SOUIDAN"	6,696	22nd Sept.	Spore, Penang, Colbo & B'ay
"MACEDONIA"	10,519	27th Sept.	P'bay, Marseilles, L'don, A'werp.
"KALYAN"	8,987	11th Oct.	MARESILLE, LONDON & A'werp.
"MANTRA"	11,000	25th Oct.	P'bay, Marseilles, L'don, A'werp.
"DONGOLA"	8,650	8th Nov.	MARESILLE, LONDON & A'werp.
"NAVRIN"	7,000	22nd Nov.	do.
"KARMLA"	9,000	6th Dec.	P'bay, Marseilles, L'don, A'werp.
"KASHGAR"	9,000	27th Dec.	MARESILLE, LONDON & A'werp.
"PLASSY"	7,303	10th Jan. 1923	do.
"SARDINIA"	6,650	24th Jan.	do.
"NELLORE"	6,853	7th Feb.	do.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APAR"	4,840	4th Sept.	Calcutta, via Sira-ore Port Swettonham and Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Thursday Island Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
The United S.S. Company's steamers to the United Kingdom via New Zealand,
Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. French Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SOUDAN"	6,696	7th Sept.	Shanghai.
"JANUS"	4,824	8th Sept.	Japan.
"MACEDONIA"	11,000	9th Sept.	Shanghai.
"ARAFURA"	6,000	10th Sept.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Repulse must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer. The Canadian Pacific's steamer between Singapore and Calcutta will travel by B.I.S.S. Company's steamer between Singapore and Colombo, Singapore and Madras in lieu of the section of their P. & O. The S.S. Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

All Passengers must not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.
Agents.
22, Des Vaux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

T. K. K. TOYO KISEN KAISHA.

Reduced Fare to Fuzhou U.S. \$120.00 First Class Throughout.
HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"The Pathway of the Sun."

NYAKAERS. TONS. LEAVE HONGKONG.

"TAIYO MARU" 25,000 Sept. 26th.

"TENYO MARU" 25,000 Oct. 4th.

"KOREA MARU" 25,000 Oct. 16th.

"SBINYO MARU" 25,000 Nov. 2nd.

Calling at Keelung.

Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG JAPAN, HONOLULU, HILo, SAN FRANCISCO,

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLINDO,

ARICA AND IQUIQUE.

TRAVEL BY TRANS-ANDAMAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

"GINKYO MARU" 17,500 Sept. 16th.

"ANYO MARU" 16,000 Oct. 8th.

"SEIYO MARU" 16,000 Nov. 18th.

Calling Manila.

For full information regarding passengers freight and sailings, apply to:

Y. TSUJISUMI, Manager; King's Building, Tel. No. 3274 & 3275.

Agents at Canton; Messrs. T. E. GRIFFITH LTD.

THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to The Editor.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication, but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to The Manager.

Rate of subscription to "China Mail" is \$35 per annum. Per quarter and per month, \$8.75.

Order for extra copies of the "China Mail" should be sent as soon as possible as supply is limited. Cash 10 cts. Credit 75 cts. per copy.

THE CHINA MAIL.

"WORLD'S GREATEST HIGHWAY."

CANADIAN PACIFIC ENTERPRISE.

The advent of S.S. "Empress of Australasia" to the Pacific Coast and her taking her place in regular service completes the establishment of a fortnightly schedule between the Orient and Vancouver to be maintained by the big Empresses (says the Canadian Pacific Railway's latest bulletin). These vessels connect both ways with the "Trans Canada Limited" and "Imperial" express trains, overland and with fast trains between Montreal and Quebec running alongside, at the last named part of the two big Atlantic Empresses—"Empress of Scotland" and "Empress of France"—which provide regular fortnightly service between Quebec and Southampton, Cherbourg and Hamburg.

The through time between Yokohama and Southampton averages 28 days, between Shanghai and Southampton about 30 days and between Hongkong and Southampton 34 days, allowing for the day which is doubled in crossing the Pacific westbound and dropped in crossing it eastbound. The schedule allows between 7 and 8 days to make the trip across Canada, which affords time for two or three days stop-over for purposes of business or pleasure at some of the many important and attractive points on route.

The corresponding time between London and the Orient via Suez is from 2 to 8 days longer on Hongkong, from 10 to 16 days longer on Shanghain and from 24 to 29 days on Yokohama.

Development of the Canadian Pacific's ocean service and through connections between the Orient and Europe has been rapid. The Company's first entry into the ocean traffic was in 1886, when the 800 ton sailing vessel "W. B. Flint," five weeks out of Yokohama, arrived at Vancouver with a cargo of tea, a few weeks after the first trans-continental express train had reached Vancouver from Montreal. Next year the Canadian Pacific established a regular Trans-Pacific service, with three chartered steamships, the "Batavia, Parthia and Abyssinia," and, by the way, the last-named consisted of 40 tons of freight. In 1890 the Company completed a contract with the British Government providing for service of three twin-screw steamships between Vancouver, Japan and China with a mail subsidy of \$60,000 per annum. The three vessels, "Empress of India," "Empress of China" and "Empress of Japan," specially built for the Canadian Pacific Ry., were each of 6,000 tons gross register and began their work in 1891. The two former passed out of Canadian Pacific service some years ago and the last-named, "Empress of Japan," has just been retired after a long and honourable career. When the mails were carried for the first time by one of the new "Empresses" and reached the General Post Office in London from Yokohama in less than half the time they were accustomed to, it was very much in love with him.

Mr. Coventry; How did you like him?—I was very, very much in love with him.

She said that at his home he and the were rarely allowed to be together alone, but after dinner they were allowed to read together a little—a religious book which his mother

provided.

Cross-examined by Mr. Willoughby William, she said she knew Lt. Benson would have to go abroad on duty and, if necessary, she would fly with him. (Laughter.) She had flown and liked it very much.

Lt. Benson, a clean-shaven young man, said he was 25. When he met Miss Westcott he had about £750. His father had a country house with about 60 acres, but he was not wealthy, nor was his grandfather. Mr. Benson said he was warned by the doctor not to marry Miss Westcott, and it was with regret that he broke off the engagement.

Frost-examined by Mr. Coventry: Have you been engaged before?—Yes.

Wa that engagement broken off?—Yes.

Miss Westcott burst into tears when her counsel was addressing the jury on her behalf, and Mr. Benson covered his eyes with his hands.

Judgment for £200 with costs was given for Miss Westcott.

FLYING OFFICER'S BREACH.

£500 DAMAGES.

JILTED GIRL'S TEARS IN COURT.

The story of a broken romance was told in the London Sheriff's Court when Miss Phyllis Westcott, a dark, handsome young woman, was awarded £500 damages against Flight Lieutenant Seymour Stuart Benson, Royal Air Force, for breach of promise.

Mr. R. W. Coventry, K.C., for Miss Westcott, said that she was 28 and the daughter of a London solicitor. She had a beautiful voice and was in a light opera company which visited Cambridge when Lieut. Benson was at the university. She and Lieut. Benson met every day. He told her he had £750 a year and proposed marriage.

For a long time said Mr. Coventry, Lieut. Benson behaved very well to Miss Westcott, and she was completely happy. He took her to his parents' home near Darlington. She there found an army of servants, some horses, motor-cars, and the general appearance of much wealth. She was made very welcome. She was also introduced to Lieut. Benson's grandfather, whom he described as a millionaire and who lived at Gloucester. When she went there later she did not think she was so cordially received.

A few days later, when she contracted a chill, the young man called in a doctor and said he could never marry her because she was a chronic invalid. Before she was properly recovered she was bundled off to London where she was left on the wharves with a note "explaining the situation."

As a matter of fact, said Mr. Coventry, there was nothing really wrong with her except shock caused by Lt. Benson's conduct. Later he wrote hoping that she would come to the same conclusion as he had, that it was best for them to part.

"VERY MUCH IN LOVE."

Miss Westcott wrote in reply:

Didn't you go down on your knees to me and beg me never to leave you? How could you, if you really loved me, as you have sworn in church you do, treat me like this?

The only reply from Lt. Benson was a formal one, saying his last letter was "absolutely definite and final."

Mr. Coventry asked for heavy damages to teach Lt. Benson a lesson, contending that the air had lost the confidence in manhood which a healthy young girl should have, and she had given up her profession on the stage.

Miss Westcott, asked if she was introduced to Lt. Benson, said, "We were not exactly introduced. I got into difficulties on the river."

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NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From NEW YORK.

THE Steamship

"PYM

Metropolitan-Vickers Electrical
Export Co., Ltd.ELECTRICAL PLANT AND ACCESSORIES
OF ALL DESCRIPTIONS.SOLE DISTRIBUTORS IN CHINA & HONGKONG,
ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1500.

M. POINCARÉ.

THE MAGIC OF THE FRENCH
PREMIER'S NAME.

M. Raymond Poincaré has now been in office as Premier of France for about the length of time which foreign observers thought he would last if he indulged in the bellicose policy for which his name was accepted as a synonym, says a home paper. But so far from having arrived at the end of his little day, M. Poincaré appears to be settled down comfortably in his gilded armchair at the Quai d'Orsay, with the air of being there for a very long time to come. It is rather perplexing, says the London periodical. Those most intimately in touch with the situation are the most puzzled.

At the moment of his taking office M. Poincaré appeared open to attack on both wings. If he tried to give effect to the aggressive policy which he had outlined in his writings, it seemed certain that he would isolate France without obtaining from Germany anything more tangible than had been secured by his predecessor. The belief having been created by his writings that he was the man who could "make Germany pay," it was certain that his head would be the penalty if he smashed the alliance without extracting any German gold in exchange. And it was equally clear—to outsiders, anyhow—that he could not "make Germany pay" for if the secret had existed it would have been discovered long ago.

THE PATH OF REALISATIONS.

But if he sought to avoid this risk by carrying on the conciliatory policy of M. Briand, he opened the flood-gates of trouble at the other end. The very name of Poincaré was a promissory note. So insistently had he pointed for two years to the path of "realisations" that it was thought his advent automatically ensured to France her entry thereon. Disillusion under the Poincaré Ministry was, therefore, bound to be more poignant than under the regime of M. Briand, always suspect on account of his penchant for laissez aller. And the Bloc National majority, elected on a wave of horizon blue, was not expected lightly to forgive being let down by the standard bearer on whom it had staked its last great throw.

Well, M. Poincaré has not obtained anything from Germany, not even promises. Like the whole of the Bloc National, he had been opposed to the Cannes Reparation figures of 720 million gold marks, plus 1,450 millions in kind. But he did not raise any objection to the figures when finally adopted by the Reparation Commission. He would have been able to say, had he been asked, that the responsibility was upon the Reparation Commission and not upon him. But it was he who pressed for the matter to be referred to the Commission when the British wished to decide it in an Allied Council. However the great point is that he was not asked anything about the Chamber of the Senate.

Similarly with regard to the Near East. Before the assembly of the recent conference it was felt that M. Poincaré had an exceptional chance of dominating it and securing almost the full claims of the Turks. Was not the British Empire in the throes of the direst difficulties? India and Egypt all clamouring for independence at once. Not on, but scores of French newspaper writers penned articles suggesting that the British Empire was breaking up. M. Poincaré had only to stand foursquare behind the Kemalists and the British would agree to their most extreme demands. To secure peace in the East they would be prepared to go on their bended knees.

But M. Poincaré did not fall into the error. Too much of a statesman to be influenced by anything but reality, he accepted in the main the Near East settlement plan prepared by Lord Curzon's able body of experts. Compared with French experts, this represented a whole string of concessions by the French spokesman. Remembering the experience of the three previous Premiers, one would have expected a storm of criticism over M. Poincaré's "weakness." Yet, save for a lonely voice here and there, sending out a plaintive call as to whether France's in-

THE SEA'S INHABITANTS.

FLOWER-LIKE ANIMALS OF
THE OCEAN.

In certain regions of the shore-waters of the ocean, the bottom is covered with a luxuriant vegetation wholly unlike anything to be found on land. In these marine gardens exist animals whose strange and weird beauty is in happy agreement with the plants among which they live. Of the many strange types of life on the floor of the sea, none, perhaps, is more striking or picturesque than those which are plantlike in appearance, but which in reality are living animals. So perfect is the resemblance, both of form and colour, that in many instances it would be hard for an untrained person to distinguish them from a delicate flower in bloom.

Curiously, some of these creatures belong to that popularly despised group of animals, the worms; but the great majority are members of a division of marine animals known by the scientific name of coelenterates.

The animal nature of the coelenterates, says Professor William Crowder, whose late paper is quoted, became at once apparent in its manner of obtaining its food. It captures live prey—usually consisting of small free-swimming animals—by the aid of its tentacles. These tentacles are invested with hundreds of stinging cells which paralyse the victim upon the instant contact. The stunned animal is then brought to the mouth and swallowed whole.

Some coelenterates are so transparent that the process of digestion can be followed with ease; and every phase of the slow disintegration which takes place in the gastric chamber of the animal presents one of the most interesting sights to be found in nature.

TWO METHODS OF REPRODUCTION.

Certain coelenterates, of which the sea anemone may be taken as a type, are less curious in their mode of reproduction. Besides the normal process of bearing eggs, this animal can reproduce its kind simply by budding, or separating with a portion of its body which will develop into another sea-anemone. This extraordinary method of reproduction can be produced artificially for, so wonderful is its power for regeneration, the sea-anemone can be cut into several parts and each part will grow into a perfect individual.

Gray, who was engaged loading stones, at once threw off his coat, plunged in after him, gripped the drowning man and made heroic efforts to save him. Those peering down the hole were witnesses of a desperate fight, in which the issue was life or death. So violent were the struggles of Coates that both he and Gray were drawn under the water, and the would-be rescuer was compelled to relax his hold and come to the surface.

Thus Coates went to the doom he sought, and Gray—thoroughly exhausted—was saved from death by another convict, David Alexander.

At the inquiry Sheriff Liang warmly commended the action of the convicts who attempted rescue, adding that no doubt the fullest consideration would be given to it by the prison authorities. That promise has been fulfilled.

At Gray's trial it was shown that the crime had been committed in a moment of passion, when he was under the influence of drink. The jury recommended him to mercy, and subsequently the death sentence was commuted to one of penal servitude for life. His conduct in prison has been exemplary.

Interest had been defended, the Premier's handling of the negotiations has provoked no unfavourable comment.

THE POLICY OF A NAME.

What is the secret of this unprecedented state of affairs—the continued prolongation of the "honeymoon" of the Premier and the Chamber, as one French political student calls it?

Many explanations are offered. The soundest, apparently, is the magic of M. Poincaré's name. For two years that name has stood for a policy which appealed to the majority of the Deputies. So far as acts are concerned the name, since M. Poincaré became Premier, has been the whole of the policy, for even tolerant critics like M. Leon Bailly now suggest that the Premier has no policy at all. Seemingly, the name is sufficient for the Bloc National majority.

The wreck of the French barque "France," the largest sailing vessel in the world, off the French island of New Caledonia, in the South Seas, is romantic in that it seems to recall a vanished age. It is true that she carried a wireless equipment and summoned help by that means, but that does not lessen the romantic fact that sailing ships are still wandering here and there over the seven seas.

The war, which in so many ways put the clock back, gave a renewed life to sailing ships. While the steamers were all being pressed into war service of one kind or another, old sailing ships were reconditioned and sent out over the southern trade routes. But their rivals did not outlast the war. Sailing ships are disappearing from the sea—more's the pity—as suddenly as they had appeared on it again. Every year their numbers dwindle. They are obeying an inevitable economic law, but with the disappearance of the last ocean-going barque or schooner, a chapter of romance opened with the dawn of civilisation will be closed for ever.

M. Poincaré knows the day of his fall will come as it comes to every French Premier, but for the present he reposes tranquilly in the Quai d'Orsay salon. French sentiment alone may keep him there much longer.—*Daily Mail*.

VARSITIES' BLUE BOOK.

COMIC RELIEF IN SERIOUS
TOME.

Those who wish to know something of the strangely complicated interior economy of the Oxford and Cambridge Universities will find masses of interesting evidence in the Blue Book just published, containing the Appendices to the Report of Commissaries.

It deals with nearly every phase of college life from the amount of discount allowed to Trinity College Cambridge, on purchases of dried haddock, to St. Hilda's Hall and its urgent need of playing fields.

Details of the various exhibitions, scholarships, etc., are given, with their limitations.

Jesus College (Oxford), for example, has 27 limited to Welshmen or Channel Islanders. Trinity (Cambridge) has three, limited to lineal descendants of the Haberdashers' Company, or, in default, to Staffordshire men studying divinity.

A certain amount of comic relief is provided when Mr. A. E. Towle, manager of the Midland Hotels, impinges upon this academic atmosphere. Mr. Towle, as a business man, wants to prepare a report on the catering arrangements at Oxford and Cambridge.

He recommended various improvements which would lead to the adoption of a unified system and the establishment of a central authority for each university.

His report, with elaborate figures

attacked, was submitted to the Oxford Bursars and Cambridge Stewards for their remarks. Then the fun began.

As for his figures, the Cambridge stewards say, in a most detached and academic note:

"No attempt has been made to consider in any detail the figures given in the tables at the end of Mr. Towle's memorandum. The Steward of Christ's remarks in passing that he attaches no value to them at all."

This is sufficiently crushing but Mr. A. B. Poynton, the Bursar of University College, was even more emphatic.

"Mr. Towle's report," he says, "was informally submitted to a lawyer, a man of science, two men of affairs, and myself. We thought that, with all its comparisons of things absolutely disparate, it could impose no sensible body of men who valued our work and were conversant with our problem."

Mr. Towle recommended, apparently, the hiring of outside labour. This was too much for Mr. Poynton.

"As to casual helpers," he coldly remarks, "in an Oxford college, every servant must be sober and honest. Hirelings often have a 'past,' and cannot always be allowed on the staircases."

A controversy has raged recently over what is supposed to constitute the Oxford manner. Those who really wish to know will find all the information they need in this Blue Book.

A WAR ROMANCE.

MUNITION WORKER WHO
MARRIED TITLED
MAN'S SON.

The war time romance of an attractive-looking Strasraider widow, Mrs. Janet Nichol, has had a remarkable sequel. She has just learned that she is heiress to a fortune of \$26,000, left by her husband, David Nichol, who served in the Canadian Forestry Corps.

In 1915, Mrs. Nichol, or Miss Alexander, as she was then, secured a situation in the munition factory in the romantic village of Grindon Green. Two months later, she attended a dance given by Canadian soldiers camped in the district, and in the course of the evening met the man who was to be her husband.

It was a case of love at first sight, and in six months' time December 3, 1916, the couple were married in Grindon Green Parish Church. Her husband died from wounds received in France.

Mrs. Nichol returned to her parents in Strasraider, entirely ignorant as to the address of her husband's relatives.

After the armistice, she became house-keeper to Mr. Corbett, farmer, at Ervie, near Strasraider. In May this year she replied to an advertisement in a local paper, in which a brother of her dead husband asked her to communicate with him.

Shortly afterwards, she was informed that her dead husband was a son of the late Sir Thomas Nichol of Toronto, and that she was heiress to the fortune. Her little son of the marriage has had £12,000 settled on him by his uncle.

Questioned as to her future plans, Mrs. Nichol said she had arranged to get married again prior to her good fortune, and explained that the lucky man was Mr. Corbett, her present employer.

She is only 29 years of age, and at the time of her marriage was entirely unaware of her husband's distinguished parentage.

CHINESE NOVELS.

OCCIDENTAL AND ORIENTAL

If evidence is needed that China is, and has been claimed until the phrase is threadbare, a land of sharp contrasts, it may be gathered in a comparison of the extremes of Chinese literature, says a contributor to the *China Press*.

There is, for instance, the story of Zah Tow Choe, alias King Nooh Yuen, the tale of the boy who was born with a piece of jade in his mouth. It is a love story of the purest type and describes the home life of a family of Manchu peerage. The son, born with jade in his mouth, when he grows to manhood, falls in love with a cousin. His parents oppose the match for they believe she is of weak character and not a good housewife. They suggest for his wife another cousin who, as a child, was presented with a gold lock by a monk.

The son falls ill and during his sickness his parents marry him to the cousin of their choice. When he recovers he learns not only that he is married to the girl he does not love, but that his own beloved has died.

He bears his sorrow with typical Chinese resignation, meanwhile studying for his degree. When his wife presents him with a son, and he passes his examination, he elopes, for he feels now that he has repaid all obligations to his family.

TYPES ARE DIFFERENT.

The tremendous variance in Oriental and Occidental manners, morals and customs of necessity, is responsible for a vastly different type of literature produced by the West and by the East. The Chinese, certainly, have more play for their imaginations, as they are not hampered by conventions or prohibition and marriage laws that allow no man intoxicating drink and provide for only one consensual partner until the law or death intervenes by request or accident.

The Chinese writer of best sellers can safely and comfortably allow his hero to repose two wives. However, this is all perfectly proper and this sort of novel is allowed in the very best homes. Besides a well defined plot, there are in the best Chinese novels passages of exquisite beauty. There is an appalling lack of luxuriance of word images. According to authorities, the phrases that the writers, particularly fancy, for descriptive passages are used over and over again. This does not detract from their pristine beauty however. Nor does it alter the fact that the Chinese sentimental novel is replete with refiguring draughts of the super-imaginative of the writers. In what English novel would one find a situation paralleling this one for instance?

A young man, already engaged, is besought by a young woman, for some reason or other disguised as a youth, to marry her. He is an honest young man so he tells her he is already booked up. This trivial fact does not discourage the maiden who immediately suggests herself as a candidate for the position of Number Two wife. The act is considered the supreme height of nobility.

The young hero in the Chinese sentimental novel do not yearn as the American and Success magazines tell it, to be a \$25,000 a year man, with a wife, a home and a steady income, and may be a Ford, with a partner.

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He said there were four judges in the highest places of the English Bench to-day who never received a prize at school, and who were generally the bottom of their class. They were now among the most trusted of judges, and they had been appointed because they kept at their work and had developed late in life.

They might think that it was some times the finest flowers that bloomed the latest. He noticed one of the book prizes was "Redskins on the Warpath." (Laughter.) He would like to read it, and he thought perhaps that description was a healthy sign of the times that a boy should get what he could enjoy.

He supposed the lads thought to themselves, "That old buffer is pulling our leg." He was not.

DAIRY FARM NEWS.

FISH

Just landed direct from the Scottish Fisheries.

PILLETS	65 cents per lb
HADDOCKS	60 "
KIPPERS	50 "

LATEST TABLE DELICACY.

SQUAB CHICKEN (Dry plucked) \$1.00 each.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

CAPITAL SHIPS.

WARSHIP DESIGN AFFECTED
BY THE WAR.

Amongst several papers read at the meeting of the Institution of Naval Architects held in Paris recently, says the Naval and Military Record, that of Sir Eustace d'Eyncourt was the most interesting now raging over the respective merits of the capital ship and submarine. Sir Eustace d'Eyncourt's paper was entitled "The Tendency of Warship Design as Affected by the War."

Sir Eustace began by pointing out that the developments in naval architecture which were being carried out in the years immediately preceding the war were greatly accelerated when the war commenced, owing to the fact that the cost of ships was hardly considered at all. "Entirely new types were developed and old types improved, and the lessons of the war were rapidly embodied in new construction."

"During the war demands were made for more speed, more armament, and more protection, so that every type, tended to get larger and larger. This is seen in the continually steady increase in size of light cruisers, destroyers, and submarines. The development of the last of these classes was the most remarkable of all, and showed a greater percentage of increase of size and of speed in the same period than had been achieved in any other type of vessel."

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FRIDAY, SEPTEMBER 1, 1922.

THE CHINA MAIL.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.
Sept. 2.—C. N. Hengchow.
3.—C. N. Kwaiyang.
4.—I. C. S. N. Yanting.
5.—C. N. Keping.
6.—D. L. Haibang.
5.—I. C. S. N. Kwaiyang.
7.—O. S. K. Sosu Maru.
7.—I. C. S. N. Hanggang.
8.—D. L. Haifong.
14.—C. M. Armanestan.

AMOY.
Sept. 2.—C. N. Hengchow.
5.—D. L. Haibang.
5.—I. C. J. L. Tjihong.
7.—O. S. K. Sosu Maru.
8.—D. L. Haifong.
14.—C. M. Armanestan.

FOOCHOW.
Sept. 6.—D. L. Haibang.
8.—D. L. Haifong.

SHANGHAI.
Sept. 2.—C. N. Ningpo.
2.—N. Y. K. Hakone Maru.
3.—C. N. Suiyao.
3.—C. N. Kwelting.
4.—I. C. S. N. Yanting.
4.—I. C. J. L. Tjihong.
4.—N. Y. K. Sosu Maru.
5.—I. C. J. L. Yanting.
5.—I. C. S. N. Yanting.
6.—I. T. Yanting.
7.—C. P. S. Empress of Asia.
7.—P. & O. Sonan.
7.—I. C. S. N. Hanggang.
8.—B. F. Yelou.
9.—P. & O. Macau.
9.—T. K. K. Taiyo Maru.
13.—C. M. China.
21.—A. L. Pres. McKinley.
21.—C. P. S. Empress of Canada.
23.—T. K. K. Siberia Maru.
32.—N. Y. K. Shidzuoka Maru.
33.—C. M. Nile.
Oct. 4.—P. M. Pres. Wilson.
4.—T. K. K. Taiyo Maru.
5.—C. P. S. Empress of Russia.
14.—P. M. President Taft.
18.—T. K. K. Korea Maru.
20.—C. M. Nanking.
23.—C. P. S. Empress of Alia.
Nov. 1.—C. N. Yanting.
2.—T. K. K. Shidzuoka Maru.
2.—C. P. S. Empress of Asia.
18.—C. P. S. Empress of Canada.
30.—C. P. S. Empress of Russia.

TINGTAO.
Sept. 2.—C. N. Sunning.
4.—I. C. S. N. Yanting.
7.—I. C. S. N. Hanggang.

WEIHAIWEI.
Sept. 6.—C. N. Kueichow.

CHEFOO.
Sept. 6.—C. N. Kueichow.

TIENTSIN.
Sept. 6.—C. N. Kueichow.
12.—I. C. S. N. Cheongshing.

HOIHOW.
Sept. 12.—I. C. S. N. Leesang.

HOIHOW AND PAKHOI.
Sept. 3.—C. N. Chinhuai.

KEELUNG.
Sept. 9.—T. K. K. Taiyo Maru.
Oct. 18.—T. K. K. Korea Maru.
Nov. 2.—T. K. K. Shidzuoka Maru.

HAIPHONG.
Sept. 12.—I. C. S. N. Leesang.

SAIGON.
Sept. 13.—O. S. K. Busho Maru.

BANGKOK.
Sept. 5.—C. N. Kaying.
5.—I. C. S. N. Kwaiyang.
13.—O. S. K. Busho Maru.

SINGAPORE.

Sept. 2.—G. L. Gloucest.
3.—C. N. Kwaiyang.
3.—N. Y. K. Katori Maru.
4.—K. P. Van Overstraten.
4.—B. I. Gregory Apear.
5.—G. L. Gloucest.
5.—S. & B. Daway.
6.—E. A. City of Florence.
7.—N. Y. K. Peran.
7.—B. F. Ningchow.
8.—N. Y. K. Takeka Maru.
10.—N. Y. K. Kamikura Maru.
11.—B. F. Thebes.
12.—P. & O. Kaying.
13.—O. S. K. Busho Maru.
14.—H. A. L. Haveland.
14.—I. C. S. N. Soudan.
21.—H. E. A. Soudan.
23.—P. & O. Elbridge.
27.—E. A. Indian.
27.—P. & O. Macedonia.
Oct. 2.—B. F. Leomond.
11.—P. & O. Gloucest.
13.—P. & O. Gloucest.
14.—P. & O. Gloucest.
15.—P. & O. Gloucest.
16.—P. & O. Gloucest.
17.—B. F. Tyndareus.
18.—T. K. K. Yanting.
19.—B. F. Tyndareus.
20.—C. M. Nanking.
20.—C. P. S. Pyrrhus.
21.—C. P. S. Pyrrhus.
22.—C. P. S. Pyrrhus.
23.—C. P. S. Pyrrhus.
24.—C. P. S. Pyrrhus.
25.—C. P. S. Pyrrhus.
26.—C. P. S. Pyrrhus.
27.—C. P. S. Pyrrhus.
28.—C. P. S. Pyrrhus.
29.—C. P. S. Pyrrhus.
30.—C. P. S. Pyrrhus.

PHILIPPINE ISLANDS, ETC.

MANILA.

Sept. 2.—C. N. Tjihong.
3.—G. L. Daway.
6.—B. F. Tjihong.
11.—A. L. Pres. McKinley.
12.—P. M. Haveland.
15.—H. A. L. Tjihong.
18.—N. Y. K. Tjihong.
23.—S. & B. Armanestan.
Oct. 6.—P. M. President Hayes.

CEBU AND ILOILO.

Sept. 2.—C. N. Tjihong.

SANDAKAN.

Sept. 7.—I. C. S. N. Hinsang.

JAYA PORTS, ETC.

Sept. 8.—I. C. J. L. Tjihong.

8.—S. & B. Dewey.

9.—I. C. J. L. Tjihong.

21.—C. M. Armanestan.

23.—S. & B. Elkridge.

INDIAN PORTS, ETC.

Sept. 8.—I. C. J. L. Tjihong.

8.—S. & B. Dewey.

9.—I. C. J. L. Tjihong.

21.—C. M. Armanestan.

23.—S. & B. Elkridge.

BOMBAY AND COLOMBO.

Sept. 8.—O. S. K. Indus Maru.

10.—N. Y. K. Kumakura Maru.

15.—H. A. L. Haveland.

22.—P. & O. Soudan.

Oct. 25.—P. & O. Mantua.

Dec. 6.—P. & O. Karmala.

AUSTRALIAN PORTS.

Sept. 8.—I. C. S. N. Indus Maru.

10.—N. Y. K. Kumakura Maru.

21.—A. L. Haveland.

30.—N. Y. K. Shidzuoka Maru.

Oct. 17.—B. F. Tyndareus.

JAPAN PORTS.

Sept. 2.—I. C. S. N. Kunkang.

2.—N. Y. K. Hakone Maru.

3.—O. S. K. Altai Maru.

4.—J. C. J. L. Tjihong.

6.—I. C. S. N. Yanting.

17.—N. Y. K. Changsha.

20.—A. O. Changsha.

SYDNEY AND MELBOURNE.

Sept. 10.—N. Y. K. Tjihong.

27.—A. L. Tjihong.

Ost. 5.—E. A. Tjihong.

17.—N. Y. K. Changsha.

20.—A. O. Changsha.

PORTLAND.

Sept. 4.—Col. Pac. S. West Kader.

25.—Col. Pac. S. Hannawa.

LOS ANGELES.

Sept. 9.—S. & B. West Iwan.

Oct. 10.—S. & B. Dewey.

HAVRE.

Oct. 2.—B. F. Kt. Templar.

LONDON.

Sept. 12.—I. C. S. N. Havana Maru.

20.—A. L. Stanley.



This unwed girl left her baby in a swamp at Coney Island, where it was found covered with bungy mosquitoes. Both are now in hospital.



After the Dublin battle.



On the committee for restoration work in France.



American committee who have been investigating conditions in Russia for Mr. Hoover.



Assistant Secretary of Labour, U.S.A.



The "glad eye" of Mexico's Minister of Finance.



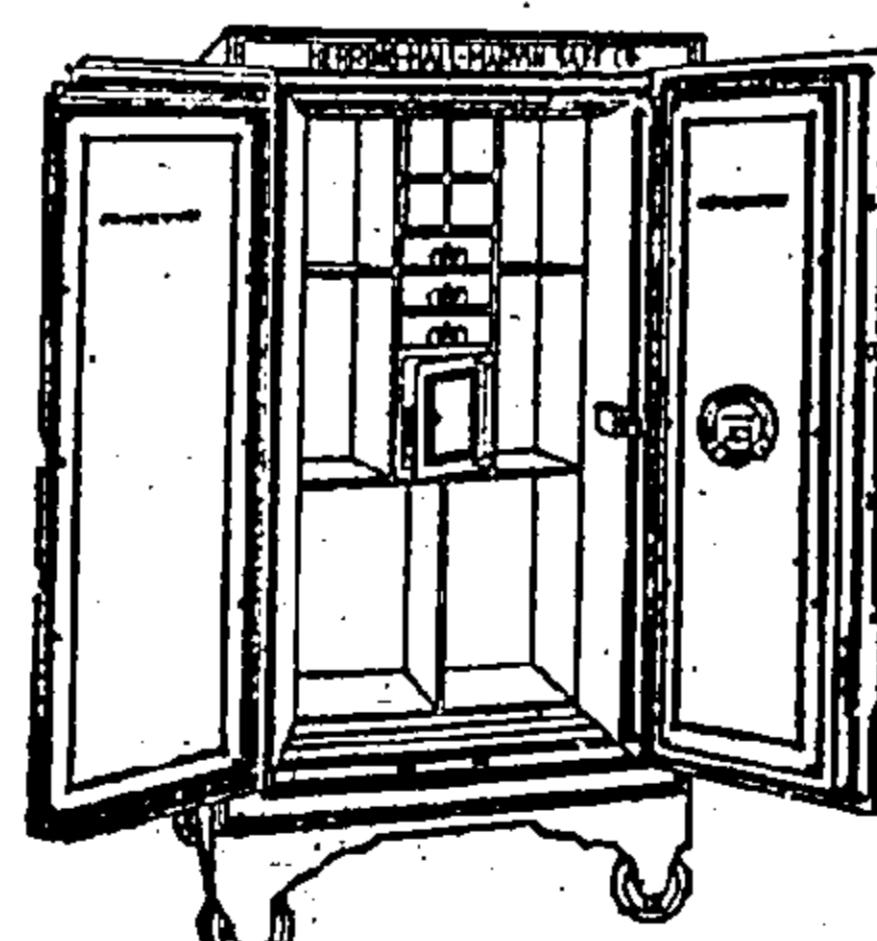
For defending the mails against eight train robbers, man on right receives from the general manager of the Express Co. a gold watch and \$1000 cheque.



Photographing planets at the Naval Observatory at Washington.

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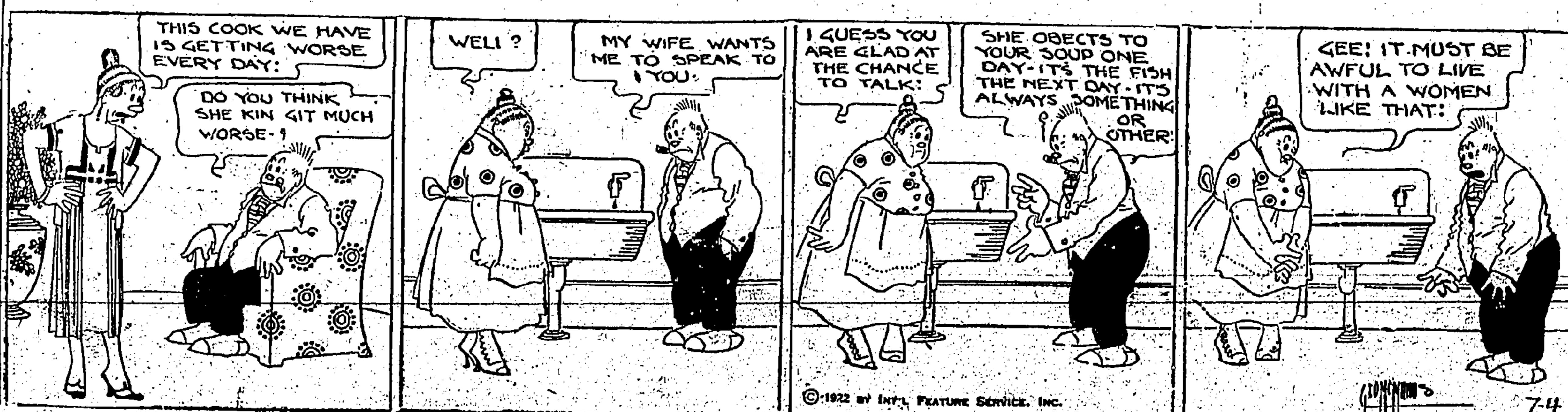


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many local doctors for its
accuracy and cheapness.
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EARLIER TELEGRAMS.

(Reuter's service to the China Mail.)

BRITISH NAVAL RETRENCHMENT.

London, August 30th.
The fight at Dogger Bank, Jutland, is recalled by an announcement from Chatham that the Government is scrapping, under the Washington Agreement, the battle-cruisers *Lion* and *Princess Royal* and the battleships *Orion*, *Monarch*, *Conqueror* and *Erebus*.

GREECO-TURKISH WAR.

Paris, August 30th.
Advices from Ankara state that a jubilant communiqué claims that the Turks are advancing everywhere, capturing prisoners. The Greeks are fleeing, abandoning great quantities of material.

An unconfirmed telegram reports that the Turks have occupied Edirne.

On the contrary an Athens semi-official report says that the evacuation of Edirne was carried out in perfect order and all material was withdrawn to a new line from which the Greek artillery dominates the town.

Paris, August 30th.
Advices from Smyrna state that a Greek patrol boat was captured and taken into Chios. The vessel was flying the British flag and carrying contraband for the Kemalists.

AMUNDSEN'S POLAR FLIGHT.

Nome, August 30th.
Overtaken by bad weather, Captain Amundsen has abandoned his intended aeroplane flight over the pole, for the present year. He intends to retry next spring.

THE REPARATIONS QUESTION.

Paris, August 30th.
Herr Schroeder argued that a system of pledges would defeat its own ends, because the possibility of confiscation would destroy confidence in the mark, rendering the resumption of reparations payments impossible.

Paris, August 30th.
Herr Schroeder, in the course of a statement to the Reparations Commission, made it clear that the proposed plan with German industrialists, for timber and coal deliveries to the Allies, was conditional upon the grant of a moratorium until December 31st.

Germany proposed that direct arrangements be made between the Allied recipients and the firms represented by Stiines, Lützen, Lützow and Silverberg. Herr Schroeder mentioned that receipts from customs and taxes during 1922, with Herr Horace (Minister of Finance and Food) during the May negotiations estimated would produce one hundred and fifty-eight milliards of paper marks, was now likely to put out at two hundred and ten milliards, thus the German Government were able to dispose of a large sum. He emphasised the vital necessity of the restoration of confidence in the mark. The collapse of exchanges had forced the proposed extension for the time of payment.

Herr Schroeder's plans were badly received. The newspaper *Journal* says:—At the close, deadlock was written all over the face of the reparations delegates. It believes little more will be heard of the scheme and anticipates a momentous decision to-day.

CANTON M.P.'S REFUSED ADMISSION TO HOUSE.

PEKING, August 30th.
At the House of Representatives to-day the members were beginning to assemble when forty-eight Canton members, who were recently appointed as advisers at a salary of \$100, reached the doors. The police would not allow them to enter but they demanded admission, whereupon the doors were closed. As less than fifty members were then in the House, the regular meeting was postponed. The business set down for to-day was the election of a Vice-Chairman.

NEW TRADING PORT.

PEKING, August 30th.
The Cabinet, on the recommendation of Shui Wu Chu, has suggested to the President the opening of Chin-ning-chou as a trading port. A Chinese company is largely concerned in the matter under the leadership of Chin Yun Peng and Pan Fu.

OPERATION ON ROOF TOP.

DOCTORS' CLIMB TO SAVE A LIFE.

Three doctors had to mount a ladder and walk a plank 10 feet above the ground to perform an operation in a vain attempt to save the life of a man entangled in some machinery at Burton on Trent.

The man, Thomas Phillips, 50, who was at work on the roof of a grain conveyor, had one of his legs trapped in the conveyor, and the limb was being mangled by a revolving shaft with projecting blades. It was impossible to extract him from his position, which was 40 feet above ground.

Doctors were summoned by telephone, and before they could reach Phillips they had to climb a ladder and cross two planks to a gangway on the roof.

Dr. Pickering Lowe administered an anaesthetic and Dr. J. B. Stanley amputated the leg, the patient being supported by a plank. The leg was removed at the thigh and the patient lowered to the ground and rushed to hospital.

Phillips, however, did not regain consciousness and died shortly after admission.

The machinery where Phillips was at work was enclosed in a wooden casing. He was not able to tell how he came to be trapped.

EMPEROR OF CANADA.

MAY BEAT 'RUSSIA'S' RECORD.

According to the latest issue of the Canadian Pacific Railway's bulletin, Capt. E. E. Beetham, Pacific Coast Master for the Canadian Pacific Steamships, thinks the transpacific speed record held by the "Empress of Russia" may soon pass to the "Empress of Canada." Although the record made by "Empress of Russia" on her seventh voyage (when in April 1914, she covered 4,200 miles between Yokohama and Victoria in 8 days, 18 hours and 31 minutes, establishing a record that has never since been beaten and very seldom approached), was made under Capt. Beetham, who was then her commander, he takes equal pride in the "Empress of Canada." Said he:

"The "Empress of Canada's" maiden voyage shows that she has a very fine turn of speed. Her first transpacific passage was completed in a little more than an even nine days, at an average speed per hour of 10.17 knots. A little bad weather was encountered during the first few days out from the Japanese coast, and her performance suffered slightly on that account."

The "Empress of Russia's" average speed on her famous voyage was 19.9 knots per hour.

Capt. A. J. Hailey, R.N.R., who commands the "Empress of Canada," was born in 1874. He joined the Canadian Pacific in 1900. He has recently commanded the "Empress of Asia." In speaking of the "Empress of Canada" he declared her to be the steadiest and "best seafarer" he ever sailed on. During the voyage from British Columbia to Vancouver, through the rough weather on the Bay of Biscay and various experiences with brisk seas elsewhere, she never listed more than 2.5 degrees, and as she took that list when her helm was put hard over while she was making 18 knots, this fact, to mariners, is one of the most impressive features of the ship.

From the captain's room of the "Empress of Canada" there is a remarkable system of telephonic and signal communication with every part of the ship. If, for instance, anyone tampered with the specie-room, a loud bell would ring in the captain's room. Without moving from his room, the captain can practically control every part of the vessel. There are 75 miles of electric cable in the ship.

"The Empress of Canada" is the largest ship ever built at the Fairfield yards on the Clyde and is the second largest vessel that ever passed through the Suez Canal. She cost about \$8,500,000.

FARES FOR PUBLIC VEHICLES.

CHAIRES.

I.—In Victoria, with two Bearers.
Quarter hour..... 10 cents
Half hour..... 20 ..
One hour..... 25 ..
Three hours..... 50 ..
Six hours..... 70 ..
Day (6 a.m. to 6 p.m.)..... 1.00 ..
If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per cent.

II.—Beyond Victoria, with four Bearers.
Hour..... 60 cents.
Three hours..... 1.00 ..
Six hours..... 1.50 ..
Day (6 a.m. to 6 p.m.)..... 2.00 ..

III.—In the Hill District, with 2 Bearers, with 2 Bearers.

Quarter hour..... 60 cents.

Half hour..... 0.20 ..

One hour..... 0.30 ..

Two hours..... 0.50 ..

Three hours..... 0.70 ..

Six hours..... 1.00 ..

Day (6 a.m. to 6 p.m.)..... 2.00 ..

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Five minutes..... 5 cents
Ten minutes..... 10 ..
Quarter hour..... 15 ..
Half hour..... 20 ..
One hour..... 30 ..
Every subsequent hour..... 50 ..

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 8 p.m., or be discharged to the East of F.Y. View Police Station on the Eastern side of the City of Victoria, after 8 p.m., an extra half fare shall be charged.

II.—In Kowloon.

Quarter hour..... 5 cents.

Half hour..... 10 ..

One hour..... 15 ..

Two hours..... 20 ..

Three hours..... 30 ..

Six hours..... 40 ..

Day (6 a.m. to 6 p.m.)..... 50 ..

III.—Taxis.

For each extra hour or part of an hour if the driver causes the journey to take longer than:

To 4th mile..... 75 cents..... 1 hour.

return..... \$1.00..... 3 hours.

Beyond 4th to 6th mile.....

single..... \$1.50..... 3 hours.

return..... \$1.50..... 4 ..

Beyond 6th to 9th mile.....

single..... \$1.75..... 4 ..

return..... \$2.00..... 5 ..

Beyond 9th to 11th mile.....

single..... \$2.00..... 3 ..

return..... \$2.50..... 7 ..

For journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

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Manager.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION

Head Office, Hongkong
PAID-UP CAPITAL..... \$10,000,000
STANDING RESERVE..... \$4,500,000
SILVER RESERVE..... \$25,000,000
RESERVE LIABILITY OF PROPRIETORS..... \$20,000,000

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HONGKONG, May 18, 1922.

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For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. HARLOW,
Acting Chief Manager.

Hongkong, May 18, 1922.

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S. Y. HSUEH,
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MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. "Katori Maru" (European Line) left Kebo for Hongkong on Aug. 25 and is expected here on Sept. 2.

The Ben Liao s.s. "Benreich" from Middlesex, Antwerp and London left Singapore for this port on Aug. 27 and may be expected to arrive here on or about Sept. 2.

The N.Y.K. s.s. "Dakar Maru" (Hamburg Line) left Shiyapo for Hongkong on Aug. 28 and is due here on or about Sept. 4.

The B. F. s.s. "Ajax" from New York and Boston left Singapore on Aug. 24 for this port via Manila and is due here on or about Sept. 4.

The B. I. s.s. "Janus" left Singapore on Aug. 31 and is expected to arrive at Hongkong on or about Sept. 6.

The N.Y.K. s.s. "Nagano Maru" (Calcutta Line) left Calcutta for Hongkong via Rangoon and Singapore on Aug. 18 and is expected here on Sept. 7.

The B. F. s.s. "Hysen" left Liverpool on Aug. 3 for Straits, Hongkong, Shanghai and Japan, and is due here on or about Sept. 10.

The B. F. s.s. "Tydeus" left Liverpool on Aug. 6 for Straits, Hongkong, Shanghai and Japan, and is due here on or about Sept. 13.

The N.Y.K. s.s. "Yoshino Maru" (Australia Line) left Sydney for Hongkong via ports via or Aug. 25 and is expected here on or about Sept. 14.

The O.P.S. R.M.S. "Empress of Canada" left Vancouver for Hongkong via Japan ports, Shanghai and Manila on Aug. 24 and is due here on or about Sept. 14.

The N.Y.K. s.s. "Tambu Maru" (Bombay Line) left Bombay for Hongkong via ports via or Aug. 24 and is expected here on or about Sept. 16.

The N.Y.K. s.s. "Yamata Maru" (Calcutta Line) left Calcutta for Hongkong via Rangoon and Singapore on Aug. 18 and is expected here on or about Sept. 17.

The B. F. s.s. "Orrestes" left Liverpool on Aug. 12 for Singapore, Hongkong, Shanghai and Japan and is due here on or about Sept. 18.

The B. F. s.s. "Tyrone" from Pacific Ports left Seattle on Aug. 14 and is due here on or about Sept. 21.

The B. F. s.s. "Helenus" left Liverpool on Aug. 19 for Penang, Singapore, Hongkong, Shanghai, Taku and Dairen and is due here on or about Sept. 26.

The B. F. s.s. "Bellophon" left New York on Aug. 1

BUSINESS DIRECTORY

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Alkali Manufacturers
Brenner, Mond & Co. (China), Ltd.
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Auctioneers
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The Chinese Merchants' Bank, Ltd.,
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Electrical Work Under Expert Su-

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Gibbs, J & Co., Alexandra Building.

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Miners. 34, Queen's Road. Tel. 2783.

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China Oil Merchant.
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Optician

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N. Lazarus, Optician.
Tel. 2232, 12, Queen's Rd. Central

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Sales Agents, The Fuji Paper Co.,
Ltd. of Tokio, 1A, Chater Road, C.
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